

# **Keypad Polling Handout**

## **Area Meetings and Forums**

### **1. Which TPP Area of the Clark County Region do you live in or near?**

1. South West (West Vancouver/Hazel Dell)
2. South Central (East Vancouver)
3. South East (Camas/Washougal)
4. Central (Battle Ground /Yacolt and points north and east)
5. North County (Ridgefield /La Center and points north or west)

### **2. Where do you work (volunteer or spend significant amounts of time away from home)?**

1. South West (West Vancouver/Hazel Dell)
2. South Central (East Vancouver)
3. South East (Camas/Washougal)
4. Central (Battle Ground /Yacolt and points north and east)
5. North County (Ridgefield /La Center and points north or west)
6. In Washington State but outside of Clark County
7. Portland/Oregon
8. Travel or tele-commute to work mostly outside of Washington/Oregon

### **3. Which community/town/city/part of Clark County do you live in or near?**

1. Vancouver/Hazel Dell
2. East Vancouver
3. Camas
4. Washougal
5. Battle Ground
6. La Center
7. Ridgefield
8. Amboy/Yacolt
9. Rural Unincorporated
10. Urban Unincorporated

### **4. Which best describes your primary role/perspective related to transportation issues?**

You may wear many of the “hats” listed below. For this exercise we would like you to identify the hat that you wear more than any other when it comes to thinking about transportation and related regional/community issues.

1. Private Citizen
2. Business Person/Owner
3. Developer (Real Estate)
4. Land Owner
5. On a Board or Commission (Usually connected to a government agency)
6. Neighborhood Association
7. Other Advocacy Group (Usually a private non-profit group: economic, environmental, social for example)
8. Government Employee
9. Elected Official

**5. Which of these is your primary area of focus related to transportation, livability, and quality of life in the Clark County Region?**

It is safe to say that we all share an interest in keeping the quality of life and livability of our region as vital and healthy as possible. Most of us have some focus on all of the following dimensions of livability. Which dimension do you focus on more than the others?

- 1. Economy:** Jobs, business, retail/commerce, movements of goods and materials, agriculture
- 2. Environment:** Preserving natural environment, air/water quality, fish and wildlife
- 3. Community/Social:** Public Safety, social services, good neighborhoods, cultural amenities, and or strong social fabric
- 4. Governance:** Creating policy, developing strategies, planning, setting priorities, funding and administering

**6. How would you rate the performance of each of the following aspects of the transportation system?**

1.Performing Very Poorly 2. Somewhat Poorly 3. Medium 4.Performing Well 5.Very Well

**6.1. Neighborhood/Local Community Transportation: Local capacity, upkeep, safety, traffic calming, traffic signals, sidewalks and pedestrian crossings, school bus routes and zones, parking, etc.**

**6.2. Transportation Throughout Clark County: Keeping the current roads and related infrastructure in good condition. Improving and creating new capacity (mostly roads) within the county to ease congestion, improve access and reduce travel times to destinations within the County. Provide more choices/alternatives/public transit/bike lanes to better get around the county.**

**6.3. Transportation to/from Oregon: Easing peak congestion through improved bridges, transit service, special commuter lanes, and widening I5 bottlenecks. Could include pay to use systems, commuter rail and or light rail. Keeping up with maintenance and safety of existing system.**

**7. For each of the following: A) What is your level of concern? B) What priority would you assign for improving?**

7.A Answers

1. Very Low Concern 2. Somewhat Low 3. Medium 4. Moderately Concerned 5. Very Concerned

7.B Answers

1. Very Low Priority 2. Low 3. Medium 4. High 5. Very High Priority

**7.1. Neighborhood/Local Transportation: Local capacity, upkeep, safety traffic calming, traffic signals, sidewalks and pedestrian crossings, school bus routes and zones, parking, etc.**

**7.2. Transportation System Maintenance/Safety throughout Clark County: Keeping the current roads and related infrastructure in good condition.**

**7.3. Transportation Capacity/Congestion throughout Clark County: Improving and creating new capacity (mostly roads) within the county to ease congestion, improve access, provide choices/alternatives/ public transit/bike lanes, and reduce travel times to destinations within the County.**

**7.4. Transportation Capacity, Congestion, Maintenance, Safety to/from Oregon: Easing peak congestion through improved bridges, transit service, special commuter lanes, and widening I5 bottlenecks. Could include pay to use systems, commuter rail and or light rail. Keeping up with maintenance and safety of existing system.**

**7.5. Commerce/Freight/Materials Transport: Transporting materials and goods on roads, rail, air and water within the region as well as in and out of the region.**

**7.6. Public Transportation: Expanding/Improving bus service, park and ride facilities and developing other mass transit possibilities such as commuter rail and or light rail. This includes public transit within the region as well as in and out of the region.**

**7.7. Other Mobility Issues: Bike lanes, pedestrian sidewalks/ pathways, school routes, bus stops, transit for disabled or elderly throughout the Clark County Region.**

**7.8. Transportation Funding/Spending: Stable, adequate and equitable means of paying for transportation related projects and services. Getting fair share of transportation funding from federal and state sources. Ability and authority to raise transportation revenues regionally/locally. Spending the funds we have effectively and efficiently.**

**7.9. Transportation Planning/Policy/Strategy: Being more proactive and/or effective at developing local and regional vision, goals and priorities. Improve integration of land use, economic development and transportation planning.**

**7.10. Communication/Input Related to Transportation: Improve public information and education, public input and customer service related to transportation.**

**8. How should we deal with growth in the Clark County region?**

1. Do all we can to stop growth
2. Discourage growth
3. Neither encourage nor discourage
4. Encourage growth
5. Do all we can to encourage growth

**9. The amount of funding for transportation needs in the Clark County Region in the next 5 to 10 years should be:**

1. Reduced:
2. Kept the Same: Doesn't keep up with inflation and thus purchasing power is actually reduced
3. Increased Slightly: This keeps up with inflation and increased maintenance needs
4. Increased Moderately: Stays ahead of inflation and funds some of the priority projects
5. Increased Substantially: Sufficient funds to address most of the long-term priorities

**10. Compared to other regions in the state, how is the Clark County Region doing at getting its fair share of funding from State and Federal sources?**

1. Doing Very Poorly: (other regions are always getting much more per capita than Clark County Region)
2. Poorly: (Other Regions are almost always getting more than Clark County Region)
3. So So: (Clark County is usually getting somewhat less than other regions)
4. Well: (Clark County is getting its fair share compared to other regions)
5. Doing Very Well: (Clark County Region is regularly getting much more per capita than other regions)

**11. If we have to raise additional taxes / fees for the transportation system they should mostly be implemented and collected:**

1. Locally: (City or Local Community Jurisdiction Level)
2. Regionally: (Clark County Region, Regional Transportation Council Area, possibly up to the Portland METRO Regional Government level)
3. Statewide: (Washington State)
4. Federally:

**12. If we have to increase transportation funding how likely are you to support or vote for the each of the following?**

1. Highly Unlikely 2. Unlikely 3. Undecided 4. Likely 5. Very Likely

- 12.1. Increase Federal Gas Tax**
- 12.2. Increase State Gas Tax**
- 12.3. Impose Regional Gas Tax**
- 12.4. Increase Vehicle Title/Registration Fees**
- 12.5. Impose Fee on miles driven by Cars**
- 12.6. Increase fees on Truck weight/miles driven**
- 12.7. Additional Property Tax**
- 12.8. Additional General Sales Tax**
- 12.9. Hotel/Motel/Rental Car Services Sales Tax**
- 12.10. Business License or Employer Fees**
- 12.11. Implementing Bridge Tolls or Similar "Pay to Use" Propositions**
- 12.12. Increase Public Transit Fares**
- 12.13. Public/Private Partnerships**
- 12.14. Impose or Increase System Development Charges (at the Clark County Region or Local Jurisdiction level)**
- 12.15. Local Improvement Districts (at the Clark County Region or Local Jurisdiction level)**

**13. What level of importance would you give to each of the following as ways to improve the regional transportation system?**

1. Very Low Importance 2. Low 3. Medium 4. High 5. Very High Importance

- 13.1. More Proactive Approach to Planning: Improve the region's processes and structures for a more proactive approach to developing a long-term transportation vision, goals and priorities that reflect and embody local jurisdiction priorities.**
- 13.2. More Integrated Approach to Planning: Improve the region's transportation planning and processes to be more integrated with land use, growth and economic development planning.**
- 13.3. Focus on Local/Regional Ability to Fund Transportation: Implement or improve the region's authority/ability to raise local revenues for transportation.**
- 13.4. Pursue More Public Private Funding Partnerships: Aggressively develop public/private funding and development partnerships (Airport light rail and new hospital examples)**
- 13.5. Work More Closely with METRO/Portland/Oregon: Pursue more productive ways to work with Metro, Portland and other Oregon based jurisdictions to have the needs of SW Washington better understood and more effectively accommodated.**
- 13.6. Leverage State Legislative Delegation and State Lobbying Efforts: Work with and encourage the state legislators, and improve other lobbying efforts, to be more consistent and effective at making the case for and procuring state funds for regional transportation needs.**
- 13.7. Leverage US Congressional Team and Federal Lobbying Efforts: Work with and encourage the US congressional delegation representing this region, and improve other lobbying efforts, to more consistently and effectively make the case for and attract federal funds for regional transportation needs.**